

## **APPENDIX E**

### **PUBLIC COMMENTS SUBSEQUENT TO SCOPING PROCESS**

The following individuals or organizations submitted comments subsequent to the Public Meeting held March 4, 2003:

Unsigned Letter

Jim Bartos

Black Oak Redevelopment Corporation

J.B. Board

Frances Boler

Seiro G. Cappony

William A. Hasse

Ray Kasmark

Terrence McCloskey

Luis A. Molina

Hazel Newell

Claude Powers

Bill Rathjen

Jack C. Robens

Curtis Vosti

Sadie Sheffield

Anna and Clarence Turner

Dan Waldrop

John Wotkun

Richard Wotkun

**GARY/CHICAGO AIRPORT  
ENVIRONMENTAL IMPACT STATEMENT  
PUBLIC MEETING**

**March 4, 2003**

Public Meeting Comment Sheet

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Submitted by:

Address:

*After looking over all the maps  
Alt. # 2 seems to be the best  
route to take.*

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Mr. Prescott Snyder  
Airports Environmental Program Manager  
FAA Chicago Airports District  
2300 East Devon Avenue  
Des Plaines, IL 60018  
Fax: (847) 294-7046

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**March 4, 2003**

**Public Meeting Comment Sheet**

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Submitted by: Jim BARTOS

Address: 1142 N. VERMILLION ST.  
GARY, IN.

I AM VERY HOPEFUL THAT OUR  
AIRPORT HERE IN GARY WILL BE  
EXPANDED ~~TO~~ TO THE LEVEL OF BEING  
THE THIRD MAJOR AIRPORT IN THE  
CHICAGO LAND AND NORTHWEST INDIANA  
AREA. PLEASE DON'T FORGET THE  
APPROXIMATE 10,000 SIGNATURES FROM  
THIS AREA IN SUPPORT OF THIS  
EXPANSION, THAT MYSELF AND THE GARY  
CHAMBER OF COMMERCE GAVE TO YOUR  
REPRESENTATIVES. THANK YOU.

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Submitted by: Black Oak Redevelopment Corp.  
Address: 5404 W 25th Ave Suite 103  
GARY IN 46406

What would be the benefit ~~to~~ The Residents  
in The Black Oak Area?

Will there be any commercial flights  
going out?

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Submitted by:

*J B Board*

Address:

*2345 Pennburn DR. Gary*

*Select relocation of C. of RR.  
away from the residential areas*

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Submitted by: Frances Boler

Address: 735 Colfax  
Gary 46406

It is imperative that Gary and NW Indiana move  
ahead in all endeavors to procure a major  
airline at the airport. The need has been  
established, land acquired, enthusiasm and  
willingness to sell ~~existing~~ existing homes in  
order to move this project forward,  
all necessary efforts should continue  
to move ahead.  
Was the Wetlands issue been resolved?

Frances Boler

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Submitted by: *SEIRO G. CAPPONY*

Address: *1734 D Y LANE DR. APT. 6  
GRIFFITH, IN. 46319*

*What are we waiting for? This airport is a  
natural winner - Jobs - Jobs - Jobs - "Vision  
CICERO AV + MIDWAY -" It can happen here! -*

*Airline Cost Savings to Land here - Inexpensive drop off  
another Cost Saving - Medical Transportation to "Chicago  
Hospitals" - + "Mayo Clinic"*

*Enhance Indiana U + Purdue University with student  
movement - "*

*And of course Defense Department needs"*

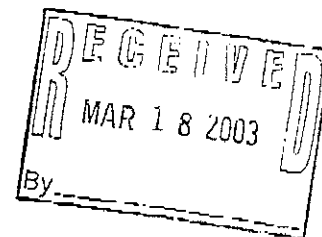
*Let's get on with it.*

*Seiro*

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**March 4, 2003**

Public Meeting Comment Sheet

Submitted by: **WILLIAM A. HASSE**

Address: **1148 MELBROOK DR  
MUNSTER IN 46321**

I LOOK TOWARDS THE AIRPORT EXPANSION  
AS A POSITIVE INFLUENCE ON THE AREA. A  
GOOD UTILIZATION OF THE AVAILABLE SPACE  
FOR ENVIRONMENTAL IMPACT THAT IMPROVES  
THE CURRENT AREA. THE RELOCATION  
OF THE RAILROAD AND CONSOLIDATING  
THE TRACKS ARE AN IMPROVEMENT.

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HASSE CONSTRUCTION COMPANY, INC.

LINCOLN AND PLUMMER AVENUE P.O. BOX 300  
CALUMET CITY, ILLINOIS 60409



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Submitted by: *Ray Kasmark*

Address: *246 Beacon Pl. MINSTER*

*Best case scenario; include commuter  
lines to new terminal.*

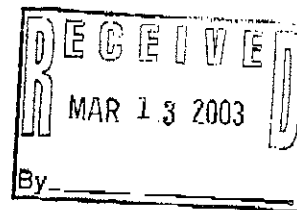
*Access to Downtown Chicago by rail  
is needed as well as to other areas to  
the south for passengers + potential employees.*

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**Public Meeting Comment Sheet**

Submitted by: Terrence McGloskey

Address: 1602 Michigan Avenue, LaPorte, Indiana 46350-5244

As an owner of a house in the Hessville section of Hammond, I have long been interested in, and concerned about, proposals to expand the Gary Airport. Actually, it is not a good location for a jet airport, with petroleum tank farms and St. Catherine Hospital off the northwest end of the main runway. Lengthening that runway may make landings and takeoffs safer for airplanes, but it does not make it safer for people on the ground under the flight paths.

Concerning the relocation of the EJ&E Railroad, Alternative 1 would have the least adverse environmental and social impacts because the relocation would affect lands already impacted by commercial and industrial activity. Yes, it would add an at-grade railroad crossing of SR 312, but the EJ&E has only about a dozen trains per day, and those are mostly at night, so vehicle traffic and safety should not be significantly compromised - certainly not like the NS Railroad travelling diagonally through Gary and Hammond on at-grade intersections!

Alternate 2 would adversely impact remnant dune and swale habitat along the South Shore Railroad south of the Toll Road, take houses near Clark Road, require a new bridge over the polluted Grand Calumet River (with its contaminated sediments), and affect Clarke and Pine State Nature Preserve by moving the main line onto an unused track on the southwest border of that Preserve.

Alternate 3 would have similar adverse impacts to #2 in that globally imperilled dune and swale habitats would be affected, including Brunswick Savanna west of the old Budd Plant, and Clarke and Pine East, as well as Clarke and Pine. I know about these areas because I have spent much of my life trying to protect them, including Clarke and Pine, Ivanhoe, Gibson Woods, and Shell Oil/Tolleston Ridges. I know about the rare plants and animals found in these unique areas, including orchids, spotted turtles, and Franklin's ground squirrels. These resources have suffered enough destruction in the false name of economic development - it is long past time to stop this destruction, especially when viable alternatives are available.

Alternative 5 is not worth further discussion. Proposing to tunnel within sands with a high water table and contaminated groundwater in an area of valuable wetlands is ludicrous.

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Submitted by: *Luis A. Molina*

Address: *124 South Clark Rd - GARY IN 46406*

*I would like know when you  
are going to start buy our land!*

*And who do I have to see or call*

*Thank you  
Luis A. Molina*

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Submitted by:

HAZEL NEWELL  
BLACK OAK REDEVELOPMENT CORP.  
GARY 46406

Address:

5404 W. 25<sup>TH</sup> AVE SUITE 103

WHAT WILL THIS PLAN DO TO HELP PEOPLE  
FARTHER SOUTH FROM THE AIRPORT AS FAR AS  
NOISE ETC? WHEN WE FIRST GOT INVOLVED IT  
WAS TO OUR UNDERSTANDING MOST FLIGHTS  
WOULD APPROACH OVER THE LAKE.  
~~WE~~ I HOPE TO SEE THE AIRPORT THRIVE AND  
BE A MAJOR TERMINAL WITH MORE PASSENGER  
SERVICE ESPECIALLY FROM SOUTHERN INDIANA  
AS MY FAMILY ARE ALL HOOSIERS AND ARE  
MOSTLY FROM THAT AREA.

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Submitted by: Claude Powers

Address: 6050 Southport Road, Suite A, Portage, IN 46368

Dear Mr. Snyder:

I am writing to you in my capacity as President of the Calumet Builders Associations (CBA). The CBA is a building contractor trade association of general contractors and specialty contractors working in the Northwest Indiana market.

On behalf of the CBA I wish to express our support of the Gary/Chicago Airport's expansion plans. We believe development of the Gary/Chicago Airport presents substantial economic development opportunities for Gary and the entire Northwest Indiana area.

Sincerely,



Claude Powers  
President  
Calumet Builders Association

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Submitted by: Bill RATHJEN, PANGRAE CORPORATION

Address: 4050 W 4TH AVE  
GARY, IN 46406

THE EXPANSION OF THIS AIRPORT IS THE MOST VIABLE  
OPTION TO IMPROVE THE ECONOMIC STATUS OF N.W. INDIANA.  
IT IS AN UNDERUTILIZED RESOURCE & CAN HAVE A  
LARGE IMPACT ON ALL BUSINESSES IN THE AREA.



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Submitted by: *Jack C. Robins*  
Address: *7059 W 22ND AVE  
GARY, IN  
46406-2409*

*I felt this was a very good presentation. My questions were answered very well. I've always thought the Gary airport could best be utilized as a terminal but cargo relieving the overcrowding from Chicago O'Hare and Chicago Midway. Industrial would be perfect for cargo warehousing and intermodal facilities. This would bring in added revenue for this area that is badly needed.*

*Thank you for this presentation.*

*my BEST  
Jack C. Robins*

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Submitted by: Curtis Voth

Address: 5825 SOMER AVE. HAMMOND, IN 46324

R.R. ALTERNATE #3 SHOULD BE CONSIDERED AS A  
Possibility in Phase 2 report as long as Discussions  
are ongoing. This is not to stop or slow  
the process, but as you and I discussed,  
R.R. ALTERNATE #3 CAN BE INCLUDED IN ALL STEPS  
LEADING TO THE FINAL E.I.S., some months away.  
As long as the H-city Consortium still considers it a  
POSSIBLE ETE/CSX agreement, ALTERNATE #3 SHOULD  
REMAIN IN - NOT EXCLUDED from Phase 2 Report

Curtis Voth

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Submitted by: Sadie Sheffield

Address: 138 Porter St

my home is affected, we are in the path way  
I'll been living there for 30 years and want to  
know what went and if the airport is  
going to buy out home so we can move  
on.

Thank you  
Sadie Sheffield

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Submitted by: *Annu Turner & Clarence Turner*

Address: *237 Matthews Street - Gary, In.*

*We have live. at this address for 34 year - We need to know what going on with the buying of our homes - Is you not going to buy - let us know - We want to buy carpeting & flooring to update the home - We want to paint and re seed our lawns - There is a lot of thing we like to know? what is our ~~out~~ out look for the future?*

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Submitted by: *DAN WALDROP*

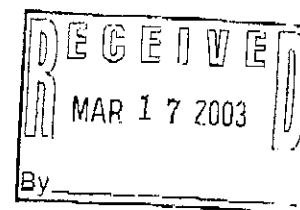
Address: *ALT 5 Looks Like The Best Long Term Plan.*

*It addresses getting people to and from Chicago by  
Rail with additional South Shore flexibility.*

*ALT 1 looks like the most economical, but does  
it address the problem as well as 2 & 3?*

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Public Comment about the Gary/Chicago Airport Public Meeting, March 4, 2003

Submitted by:

John Wotkun  
1004 W. Elm Place  
Griffith, IN 46319  
jpwoth@copper.net

3-10-2003

I agree that the EJ&E reroute proposal #1 is probably the best. However, I have two questions about the drawing, concerning the crossing of the new ( green ) EJ&E route with Industrial Highway and the CSX tracks, and the rejoining to the existing route.

How will the new J route cross the CSX Ft. Wayne line and the Sugar Track? If this is at grade, it will result in modifications to the CSX rail interlockings, perhaps with dispatching issues.

When does the new J route climb up to reach the existing high level route?

I offer an option.

Starting from the south, heading north, where the new J route turns east, instead of crossing 312 Chicago Ave, it should stay south of the street. As you approach Industrial Avenue, turn south-east to stay south of Industrial. Along this route, climb to a level where the tracks can then bridge over Industrial to join the existing alignment. This will eliminate the 2 new road grade crossings and any potential interference with the CSX/NS. This route may also decrease the rate of climb from the current route, a benefit to the J.

Thank you.

A handwritten signature in cursive script that reads "John P. Wotkun".

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Submitted by: RICHARD WOLKEW

Address: 1644 17<sup>th</sup> PLACE  
HAMMOND, IND 46324

219-844-0365

WHATEVER WE/YOU DECIDE TO DO,  
IT IS MUCH BETTER THAN THE THIRD  
AIRPORT AT PEOTONE, LOTS OF LUCK, YOU  
YOUNG PEOPLE CAN HANDLE THIS JOB.

I THINK PROPOSAL #4, THE SUBWAYS, ALTHOUGH  
THERE WILL BE DRAINAGE PROBLEMS. ARE THE BEST  
WAY TO GO — LEAST OF LOCATION PROBLEMS.

Richard Wolke

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